

North America Emission Control Area Fuel Oil Non-Availability Report

ECA0100

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##

##(Include Double Pound for comments, not form fields)

##Report Form ID

No. 01-2013

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Ship Operator Name

INUI STEAMSHIP CO., LTD., 1-7-4,
NIHONBASHI-HONCHO, CHUO-KU, TOKYO, 103-0023 JAPAN

Vessel Name

Luminous Nova

Flag Country

Marshall Islands

IMO ID Number

9643166

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Date of ECA First Notice	Location of ECA First Notice	Name of Ports after First Notice
15 April 2013	CHIBA, JAPAN (36,05'51N 145,03'06E)	VANCOUVER BC, CANADA

Name of Last Port before ECA Entry	Name of Port with Fuel Oil Supply Disruption
CHIBA, JAPAN	CHIBA, JAPAN

Name of Original Fuel Supplier with Disruption

Number of Fuel Suppliers Contacted

Please see Bunker Broker contact details in attached documents

Three (3)

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Date of Entry in the ECA	Time of Entry in the ECA	Sulfur Content of Non-Compliant Fuel Oil
07 May 2013	1200 PST	3.30%

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Projected Hours on Main Propulsion	Name of First POC	Compliance Fuel Oil Available at First POC?
5 hours	Vessel transiting through US ECA en route to Vancouver, BC	Yes

Plan to Bunker Compliant Fuel Oil at First POC?	Number of fuel suppliers contacted at First POC
Yes	Three (3)

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Name of Second POC	Compliant Fuel Oil at Second POC?	Plan to Bunker Compliance Fuel Oil at Second POC?
NA	NA	NA

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Number of Fuel Suppliers Contacted at the Second POC?	Date of Exit from ECA?	Time of Exit from ECA?
NA	07 May 2013	1700 PST

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Has this vessel operated in the ECA in previous 12 months?	Number of Separate Visits to the ECA
No	None

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Number of Ports visited in the ECA	Previously submitted ECA0100 forms?	Number of Submitted Reports
None	No	None

Designated Corporate Official Name	Designated Corporate Official E-mail
Mr. Tomoyuki Iwahara	ops@inuiship.co.jp

Designated Corporate Official Phone Number
+81 3 3548 3271

Description of Actions to Achieve Compliance

Vessel's passage from ECA entry to exit point in US waters will be planned to minimize distance and steaming time, in order to mitigate the effects of combustion and resultant pollution from the utilization of non ECA-compliant fuel.